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SUMMARY OF THE 1981 CAMPGROUND RECEIPT STUDY(U) ARMY
ENGINEER WATERWAYS EXPERIMENT STATION VICKSBURG MS
ENVIRONMENTAL LAB G L CURTIS ET AL. OCT 82

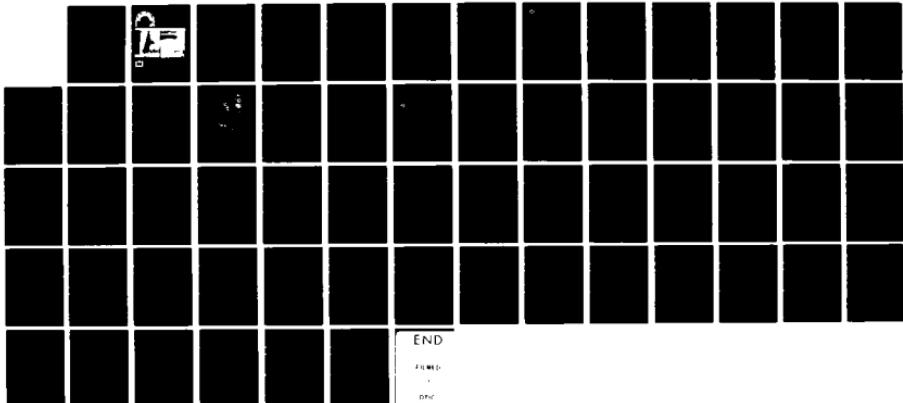
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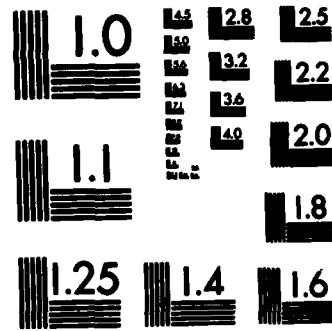
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SUMMARY OF THE 1981 CAMPGROUND RECEIPT STUDY

By Gregory L. Curtis, William J. Hansen
Environmental Laboratory

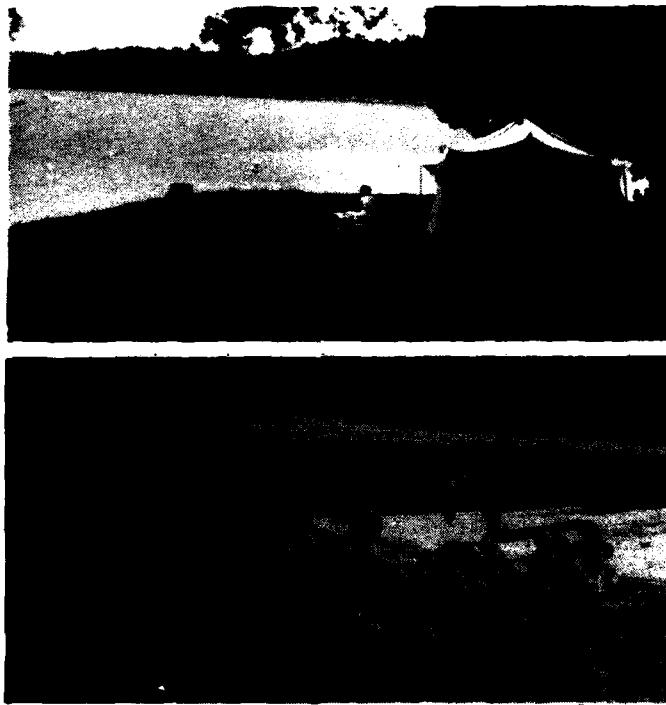
U. S. Army Engineer Waterways Experiment Station
P. O. Box 631, Vicksburg, Miss. 39180

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OCTOBER 1982

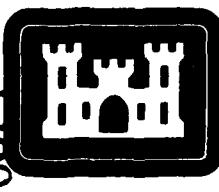
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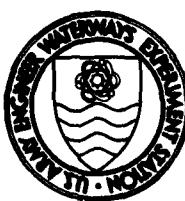


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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This report describes the collection and summarization of the 1981 (calendar year) Campground Receipt Study (CRS) data. These data represent the first complete year of data collection and as such are the best available sample of descriptive characteristics of visitors at Corps fee campgrounds nationwide.		
Data collection include visitor characteristics (e.g. length of stay and group size), vehicle type, and camping and other recreation equipment used. (Continued)		

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20. ABSTRACT (Continued).

These data are summarized for the 15 participating projects as well as for the total sample (119,929 fee permits). Potential uses of the data are also illustrated including analyses of visitor origins, campsite and facility (i.e. electrical hookup) usage, and trends.

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PREFACE

This report summarizes the results of the 1981 (calendar year) Campground Receipt Study. This was the first complete year of data collection for this program of monitoring trends of visitor characteristics at Corps of Engineers fee campgrounds.

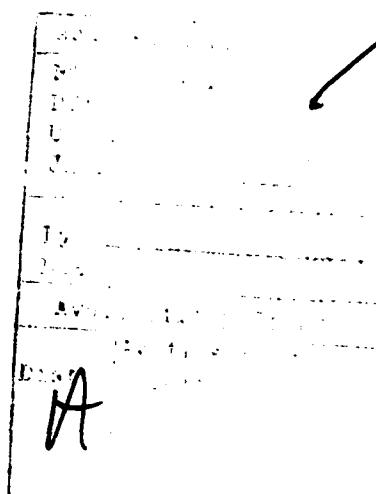
The authors of this report were Messers. Gregory L. Curtis and William J. Hansen, Resource Analysis Group (RAG), Environmental Resources Division (ERD), Environmental Laboratory (EL), U. S. Army Engineer Waterways Experiment Station (WES), Vicksburg, Miss. Mr. Curtis was on temporary assignment under the terms of an Intergovernmental Personnel Act agreement between WES and Michigan State University, East Lansing, Mich. Mr. Hansen was the Group Leader of the RAG.

Mr. R. Scott Jackson was Leader of the Recreation Research Team. Dr. Adolph J. Anderson was the Program Manager of the Recreation Research Program. The study was under the supervision of Dr. Conrad J. Kirby, Chief, ERD, and the general supervision of Dr. John Harrison, Chief, EL.

COL Tilford C. Creel, CE, was the Commander and Director of WES during this study. Mr. F.R. Brown was the Technical Director.

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SUMMARY OF THE 1981 CAMPGROUND RECEIPT STUDY

PART I: INTRODUCTION

Purpose

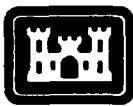
1. The first full year of data collection for the Campground Receipt Study (CRS) has been completed and the results are summarized herein. The purpose and development of the CRS is described in Curtis et al. (1982),* and therefore will not be presented in this report. The focus of this report is threefold: to present a summary of the total CRS sample, to present some special applications of the CRS data available for field use, and to identify changes and improvements made in the CRS for the calendar year 1982 data collection.

Background

2. In calendar years (CY) 1979 and 1980, campers at CRS projects were registered using the Standard User Permit (ENG Form 4457) with a supplemental CRS form used to record visitor characteristics. In order to simplify the data collection and improve its reliability, the 1981 CRS data were collected on a new form. The data collected using this form included all the accounting information needed from ENG Form 4457, plus the additional visitor data (e.g. point of origin, number in party, length of stay, and information concerning the type(s) of equipment being used by the visitor) from the supplemental form. This revised form was designated as ENG Form 4457 (TEST) (see Figure 1).

3. There are three primary advantages gained by using the new form. First, since this form is an accountable form, its use is mandatory, which increases its reliability. Second, the card columns are numbered, which makes the form more efficient for keypunching (an

* Curtis, G. L., et al. 1982. "Development and Evaluation of the Campground Receipt Study," Miscellaneous Paper R-82-2, U. S. Army Engineer Waterways Experiment Station, CE, Vicksburg, Miss.

		U.S. ARMY—CORPS OF ENGINEERS									SERIAL NUMBER SAMPLE																						
		USER PERMIT		PROJECT			REC AREA								SITE NUMBER																		
DISTRICT		PROJECT			REC AREA		SITE NUMBER		NAME OF CAMPER		NO. OF PEOPLE IN PARTY		PRIOR VISITS		PRIMARY DESTINATION																		
<input type="checkbox"/> 1 <input type="checkbox"/> 2		<input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7			<input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10		<input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13		(OPTIONAL)		<input type="checkbox"/> 14 <input type="checkbox"/> 15		<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> 16 <input type="checkbox"/> 17		<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> 18 <input type="checkbox"/> 19																		
CAR LICENSE		ZIP CODE			DATE ARRIVED		EXPECTED DEPARTURE				TOTAL NIGHTS PD.																						
STATE	NUMBER	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34																	
PRIMARY VEHICLE		EQUIPMENT (CAMPING)							EQUIPMENT (NONCAMPING)																								
35	<input type="checkbox"/> CAR	40	<input type="checkbox"/> TENT	45	<input type="checkbox"/> POWERBOAT	36	<input type="checkbox"/> TRUCK	41	<input type="checkbox"/> POP-UP TRAILER	46	<input type="checkbox"/> SAILBOAT	37	<input type="checkbox"/> VAN	42	<input type="checkbox"/> PICKUP CAMPER	47	<input type="checkbox"/> BOAT TRAILER	38	<input type="checkbox"/> OTHER	43	<input type="checkbox"/> TRAVEL TRAILER	48	<input type="checkbox"/> BICYCLE	39	<input type="checkbox"/> 4 WHEEL DRIVE VEHICLE	44	<input type="checkbox"/> MOTORHOME (INCLUDES CONVERTED BUSES)	49	<input type="checkbox"/> MOTORCYCLE	50	<input type="checkbox"/> ORV (NONMOTORCYCLE)	51	<input type="checkbox"/> OTHER
GOLDEN AGE PASSPORT NO.		TOTAL FEE PAID		ATTENDANT																													
		\$ <input type="checkbox"/> 13 <input type="checkbox"/> 14 <input type="checkbox"/> 15 <input type="checkbox"/> 16																															

ENG FORM 4457(TEST), Mar 81

FISCAL

(Proponent: DAEN-CWO-R)

Figure 1. ENG Form 4457 (TEST)

additional copy of the receipt is also provided so that keypunching the data will not interfere with the other uses of the form). Third, less time is needed for the attendants and/or park rangers to collect and code the information required.

4. During the CY 81 fee season, the new test form was used to register fee campers at the 15 Recreation Research and Demonstration Units with fee campgrounds (see Figure 2). A total of 120,204 fee receipts were collected at the 73 fee campgrounds located at these projects. The CRS sample represents approximately 12 percent of the total number of fee areas within the Corps.

5. As the forms were completed, they were sent to the responsible District office for keypunching. The keypunched data were then transmitted to the U. S. Army Engineer Waterways Experiment Station (WES) for analyses. The Recreation Analysis Program (RAP)^{*} was used to tabulate

* A FORTRAN program that was developed at WES for the Campground Receipt Study. Copies of the program were also provided to the participating Districts so they could summarize their data.



Figure 2. Campground Receipt Study project locations

the CRS data. Two types of tabulation are generated by RAP. The first is entitled "Project Report," which analyzes all the CRS variables for each recreation area within a given project (see Appendix A). The second is entitled "Site Specific Data Report," which analyzes the same variables within each recreation area but does so by campsite (see Appendix B). The presentations of descriptive statistics included herein are based on these tabulations.

PART II: DATA ANALYSES

Data Summary

6. Data from CY 81 are summarized in the following paragraphs for each of the projects in the CRS as well as for the entire sample. Therefore, comparisons can be made between projects, as well as comparisons between the individual projects and the total sample.

7. General user characteristics (average length of stay, average group size, percentage of prior visits, percentage of primary destination, and percentage of Golden Age/Access* Passports) are presented in Table 1. The average length of stay per permit for the CRS total was 2.05 days with a range of 1.55 to 2.48 for individual projects. Similarly, the average group size for the CRS total was 3.60 persons with a range of 2.87 to 4.17 persons at individual projects. Similar comparisons can be made for the other elements in Table 1.

8. The distribution of vehicle types used by groups in the CRS is presented in Table 2. The percentages in Table 2 are not the percentages of total vehicles but rather the percentages of total permits for which a particular vehicle type was recorded as present. In CY 81 the total number of vehicles was not recorded, only the presence of one or more vehicle types. For example, if a group had two cars, the vehicle type "car" would have been checked. If a group had two cars and a pickup truck, a check under car and a check under truck were to have been recorded. The percentages in Table 2 may not therefore sum to 100 percent** (in addition some permits may not have had any vehicle type checked because of recorder error). Overall, the most frequently noted vehicle types were cars (37.2 percent) and pickup trucks (40.6 percent). These two vehicle types were noted over three times as often as vans

* Two types of passports are available: those for persons over the age of 62 (Golden Age) and those for handicapped persons (Golden Access). These passports allow a 50-percent discount on use fees.

** Changes in recording procedures to overcome these problems during CY 82 are discussed in Part III.

(9.5 percent) and motorhomes (12.7 percent). There is, however, substantial variation at individual projects. Groups which had cars present ranged from 23.1 to 50.8 percent and trucks ranged from 27.7 to 66.1 percent. Motorhome was checked on approximately 25 percent of the permits at two projects, while vans never exceeded 12.8 percent.

9. A summary of camping equipment used by CRS visitors is presented in Table 3 (as well as the percentage of groups with a power-boat). The same recording procedure used with vehicle type (presence or absence of a given type) was also used with camping equipment. These percentages may likewise not sum to 100 percent.

10. Tents (33.8 percent) were the most prevalent type of camping equipment recorded, ranging from 13.5 to 60.0 percent at individual projects. Travel trailers (25.4 percent) were second and varied at the projects from 7.1 to 42.7 percent. The least prevalent type of camping equipment was the pop-up camper (9.9 percent). At individual projects, it ranged from 1.8 to 16.0 percent.

11. Additional information about the CRS projects can be obtained by comparing data from Tables 1-3. For example, McNary L&D and Lake Oahe had (Table 2) the highest percentages of motorhomes (25.6 and 25.2 percent, respectively) of all the CRS projects. Both of these projects also had (Table 1) the lowest percentages of prior visit (52.6 and 67.9 percent), near lowest percentages of primary destination (61.9 and 85.0 percent), and near lowest average length of stay (1.55 and 1.76 nights). The data from Table 1 indicate that a high percentage of the campers at the two projects were in transit to other destinations. Comparing the data between Tables 1 and 2 also implies a correlation between these in-transit visitors and the use of motorhomes. Further analysis of the data (e.g. making a RAP run for these two projects using only those permits with a no response to primary destination) is necessary to confirm the validity of this correlation.

12. Another item of interest (Table 3) is the extremely low percentage of fee campers at McNary L&D with powerboats (2.6 percent). Again, this may be partially explained by the high percentage of in-transit users, inasmuch as they may more likely be on extended travel

trips and less likely to be towing a powerboat. In addition, McNary had the third highest percentage (Table 3) of travel trailers (a deterrent to towing a powerboat) and the highest percentage (Table 1) of permits noting Golden Age/Access Passports (indicative of a potentially more sedentary visitor). Again, further analysis is necessary to confirm these relationships, but this is illustrative of the types of cause-and-effect relationships that can be investigated with the CRS data.

Other Recreational Equipment

13. Information was also recorded on several noncamping recreational equipment categories (see Figure 1). Only powerboats have been summarized in this section. The other equipment types have not been included because of the relatively low percentages they represent. These data are, however, included in Appendix C, which is a tabulation of all the data for CY 81 for each recreation area and project within the CRS.

Trend Analysis

14. One of the primary reasons for initiating the CRS was to develop a valid and reliable data base to monitor visitor trends. Although data are only available from two consecutive years and no definitive trends can presently be drawn, an example is presented to illustrate the types of analyses that will be possible in the future. Data summaries from a Lake Shelbyville campground, Forrest W. "Bo" Wood, are used in this example.

15. The distribution of vehicles used by visitors at Forrest W. "Bo" Wood are shown in Figure 3 for 1980 and 1981. A decline has occurred at the campground in the percentage of both cars and pickup trucks, while an increase has been recorded in the percentage use of motorhomes (from 14.8 to 19.1 percent).

16. Similar comparisons can be made for camping equipment used at this campground (Figure 4). Travel trailers make up nearly half of the

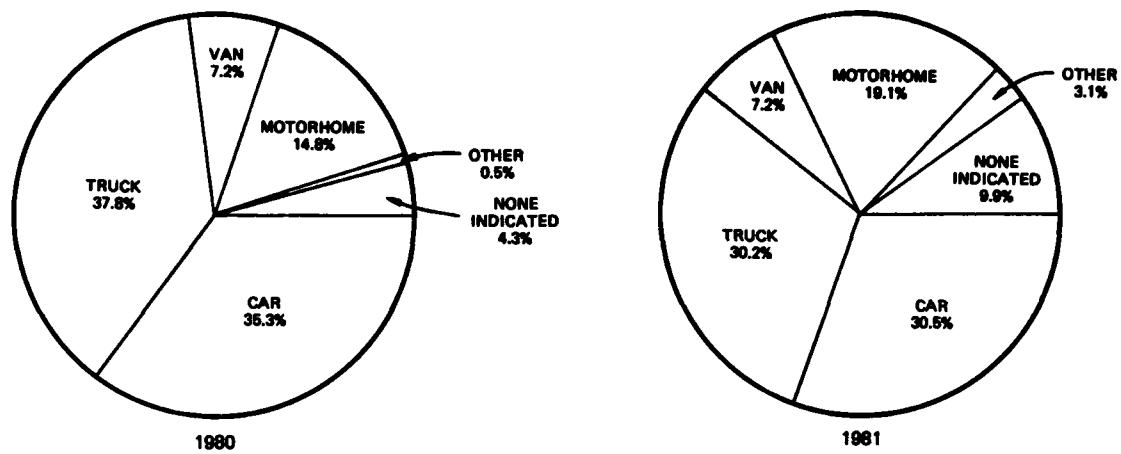


Figure 3. Distribution of vehicles for 2 years at Forrest W. "Bo" Wood Recreation Area, Lake Shelbyville

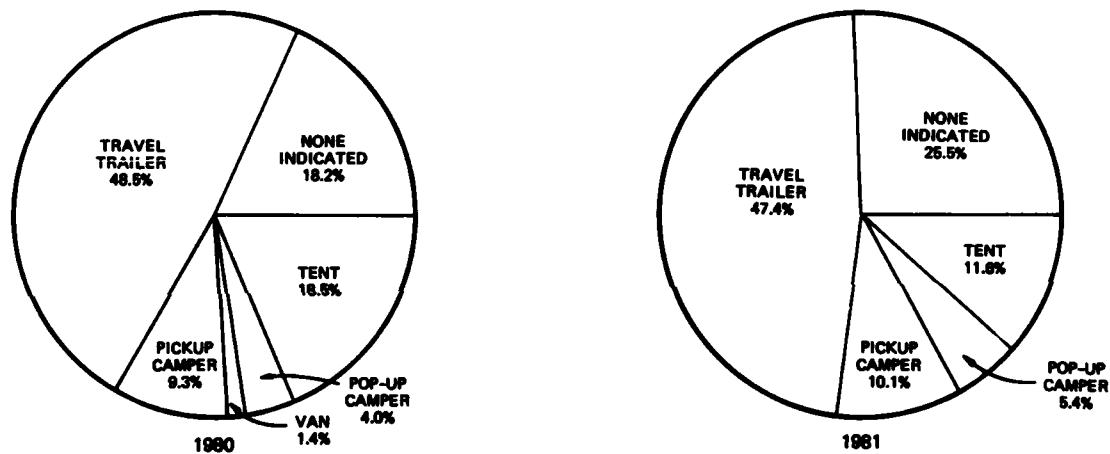


Figure 4. Distribution of camping equipment for 2 years at Forrest W. "Bo" Wood Recreation Area, Lake Shelbyville

equipment used during both years. The distribution of travel trailers, pickup campers, and pop-up campers shows little change in percentages over these 2 years. Tent distribution does, however, show a decline from 18.5 to 11.6 percent.

17. The changes seen in the vehicles and camping equipment described above could be indicating a shift from the use of tents to motorhomes. Although firm conclusions cannot be drawn from the data collected to date, this does illustrate a trend that could be easily monitored through continued use of the CRS.

Special Field Applications

18. The CRS data base has many applications beyond its main purpose of identifying visitor use patterns and characteristics and examining how they change over time. Presented here are three applications which show how the CRS data base may be useful to managers and planners: visitor origin analysis, campsite use analysis, and electrical hookup use.

Visitor origin analysis

19. The CRS data can be used to identify the market areas of projects or recreation areas. A Recreation Analysis Program by County (RAPCO) has been prepared which summarizes the information on the fee receipt by county (or groups of counties) of origin. RAPCO matches the zip code on the fee receipt with a subfile constructed from U. S. Postal Service information to tabulate the visitor characteristics by county of origin. A sample RAPCO report is provided as Appendix D.

20. Summarizing the visitor characteristics by area of origin has many potential applications. To date it has been used primarily to analyze travel patterns to existing areas. An example is presented from data collected from the fee campgrounds at Milford Lake, a Corps project in northeast Kansas. The RAPCO report was used to tabulate 1981 visitation to each of the Milford Lake areas from counties within 50 road miles* of the area, from counties 51-100 road miles, and visitation from areas beyond 100 road miles.** Results of these tabulations are summarized in Table 4.

21. Some obvious differences in travel patterns to the five areas are illustrated in Table 4. For example, over 60 percent of the use at Curtis Creek area comes from counties within 50 miles of the area. Of this total, over 95 percent comes from two counties, Saline and Dickinson, southwest of the area. Curtis Creek is located on the southwest portion of the lake and is one of the closest areas to these two

* To convert miles to kilometres, multiply by 1.6.

** Distances were calculated from the city with the largest population in each county.

counties. Obviously, Curtis Creek is used extensively by local residents.

22. The area with the greatest percentage of use from outside the 100-mile boundary is Rolling Hills (46.2 percent). The campground is closest to Interstate Highway 70, located just south of Milford Lake. This makes it most accessible to long distance travelers. The smallest percentages of visitors noting prior visits to Milford, or that Milford was their primary destination, were recorded at Rolling Hills. These responses indicate that the area supports a large amount of in-transit campers.

23. Also of interest is the distribution of visitor origins for Timber Creek. Over 77 percent of the 1981 Timber Creek visitation originated from counties within 100 miles of the area, with almost 55 percent originating from counties between 51 and 100 miles of the area. More interesting than the percent distribution is the participation (5.8 recreation days per 1000 persons) from the 51- to 100-mile range. The low participation rate from counties within 50 miles of Timber Creek results from the fact that the two most populous counties within this zone are located even closer to Curtis Creek and other areas at Milford than Timber Creek. Almost 50 percent of the use from the 51- to 100-mile zone at Timber Creek originated from four counties directly north of Milford in Kansas and Nebraska. The high participation rate from these counties might indicate an absence of competing (substitute) sites in this area, but further evaluation would be needed to confirm this hypothesis.

Campsite use analysis

24. Another use of the CRS data is individual campsite use analysis. The amount and characteristics of use that occurs at individual campsites can be determined from the CRS data using the RAP "Site Specific Data Report" (Appendix B). Factors that influence site selection can then be analyzed by comparing the level of use and user characteristics at individual sites with site attributes (e.g. resource characteristics such as shade, facilities provided, or proximity to resources or facilities). Data from Narrows Park, a campground at Greers Ferry Lake

in north-central Arkansas, is used to illustrate this analysis.

25. The level of use and location of all campsites at Narrows Park is presented in Figure 5. Overall, campsites within "Loop D" received the lowest level of use; in general, these sites are located furthest from the lake. Of the 13 sites that were occupied more than 125 days, five (sites C13-C17) are located along the lakeshore. These five lakeshore sites have the best water access when slope is considered. The remaining lakeshore sites are potentially less attractive because of the steepness of slopes between the campsites and water. Four other sites (B3-B6) in the highest range of use are located in a group away from the lake in a level, wooded area. In addition to being well shaded and flat, these sites are the closest to potable water and appear to have more space available than most other sites in the park.

26. The two campsites with the greatest reported use during the 1981 CRS are B3 (194 days) and C14 (178 days). At B3, 67.3 percent of the users had travel trailers and 8.2 percent had motorhomes, while at C14 the percentages were 23.6 and 58.3, respectively. Overall, at the Narrows Park campground, 44.9 of the parties had travel trailers and 22.3 percent had motorhomes, and for the total CRS sample the percentages were 25.3 and 12.6 percent, respectively. These data indicate some differences in site preferences based on the type of camping equipment used by the visitor. Further investigation of site differences in resources, facilities, and campsite designs is necessary to determine the basis for these differences in visitor preferences.*

Electrical hookup use

27. At the end of the 1981 CRS, Greers Ferry Lake staff were considering providing additional electrical hookups at campsites within their campgrounds. Before proceeding, however, they were interested in determining the rate of use of existing hookups, and wanted to know if

* Such an investigation was initiated in FY 82 as part of the WES Recreation Research and Demonstration System Work Unit. Results of this investigation will be combined with the CRS data to provide key indicators of recreation impacts and trends and will be reported at a later date.

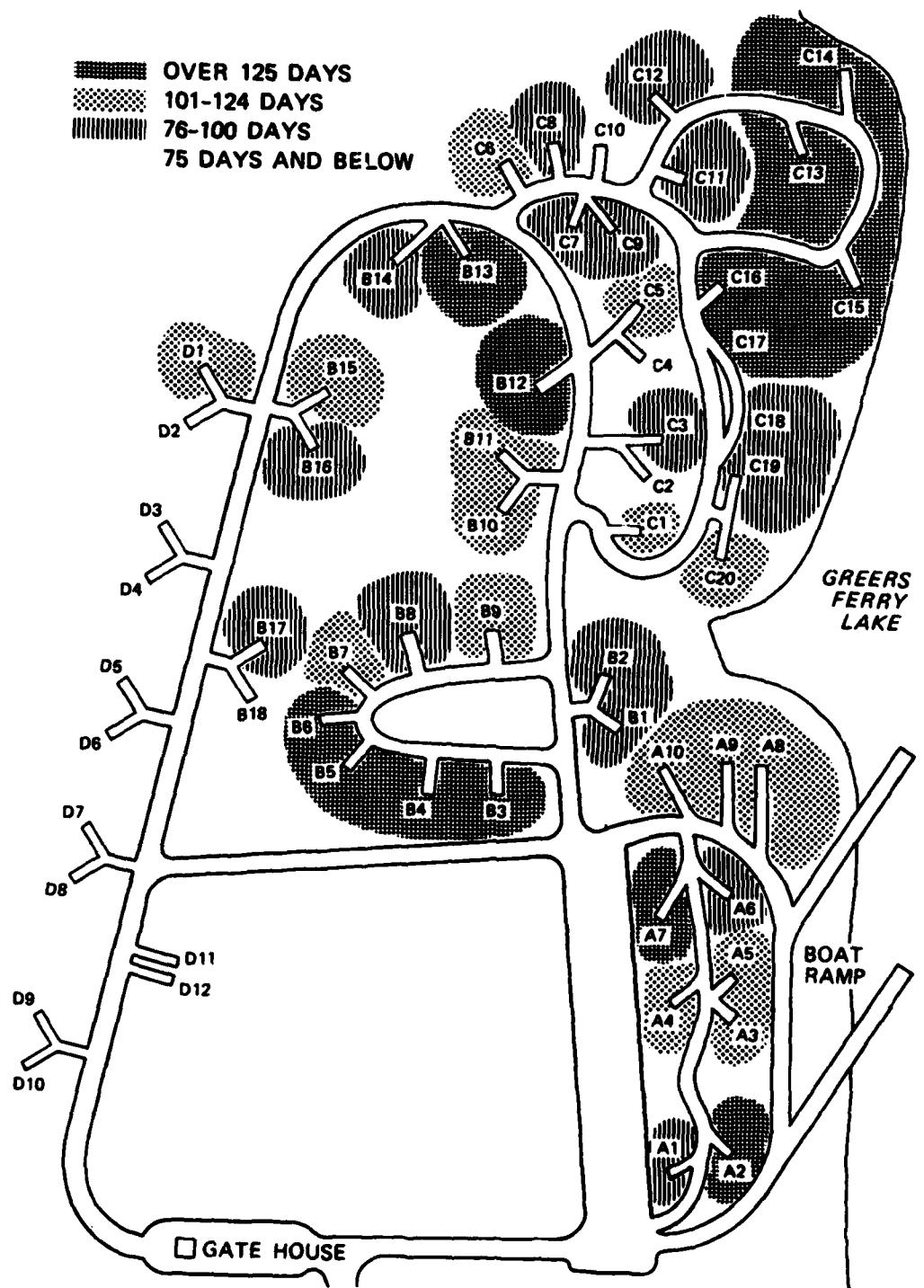


Figure 5. Distribution of days occupied for campsites at Narrows Park, Greers Ferry Lake

the CRS data could help answer this question. Although the usage of electrical hookups was not specifically recorded on the 4457 TEST Form, it could be determined by making separate RAP "Site Specific Data Reports" for users with and without Golden Age/Access Passports and determining the average nightly fee paid.

28. Electrical hookups are provided at campsites within three campgrounds at Greers Ferry Lake. During the 1981 CRS, the occupancy rates for the campsites with electrical hookups within these three campgrounds were 26.6, 47.7, and 83.2 percent. On the days the sites were occupied, the usage of electrical hookups was 77.7, 89.0, and 72.8 percent.

29. When looking at electrical hookup usage by user type, those groups without a Golden Age/Access Passport used the electrical hookups at the rates of 67.9, 84.5, and 45.9 percent at the three campgrounds. On the other hand, groups registering with a Golden Age/Access Passport used electrical hookups 98.4, 96.5, and 100.0 percent of the time. In addition, at the campsites with electrical hookups in these three campgrounds, groups registering with Golden Age/Access Passports comprised 32.3, 37.0, and 42.7 percent of all groups. This compares with 16.2 percent for all CRS groups at Greers Ferry Lake and 16.7 percent for the total CRS sample. Again, characteristics of users, which can be determined from the CRS data, had an obvious effect on their preferences for facilities provided.

30. The purpose of this discussion has been to illustrate one of the ways the CRS data can be used beyond that which it was designed for (i.e. answering specific field needs). In the future when project personnel have specific research questions, the CRS data may be employed in a similar manner and become a useful management tool. In this particular examination of the CRS data, it was possible to estimate not only the total utilization of electrical hookups at the campgrounds, but also to get some insight into the use patterns of different types of users (i.e. Golden Age/Access) that would be attracted to them. This should enable managers to identify possible conflicts that may result from certain actions before they occur and to take steps to minimize these conflicts.

PART III: REVISIONS FOR 1982

31. Based on the experience gained during the CY 81 fee season and suggestions received from field personnel, a few changes were made to the User Permit (ENG Form 4457 (TEST)) for CY 82 (Figure 6). These changes are listed below with a brief description about the revision:

RENEWAL	This block has been added to help eliminate biases resulting from camping parties that do not register for their entire visit the first day.
VEHICLE(S)	Gate attendants will now record the actual number of each type of vehicle instead of simply indicating that the camping party has that type of vehicle(s). In addition, the "motorhome" category has been moved into the vehicle element to improve equipment summaries and the "motorcycle" category has been added to increase accuracy.
CAMPING EQUIPMENT	The actual number of each type of equipment will be recorded here in the same manner as the vehicle element. The "NONE" category has been added to clarify data summaries.
ELECTRIC HOOKUP	This block was requested by field personnel to provide a check that proper fee was collected. It will also make it easier to determine usage of electrical hookups.
RECREATIONAL EQUIPMENT	The actual number of each type of equipment will be recorded here in the same manner as the vehicle element. Additional "OTHER" categories are included to accomodate groups with more than one "OTHER" type of equipment.

32. Some other minor changes have been made in the form to allow for easier coding and keypunching. These modifications are mainly a re-organization of the data elements in a more logical format and adding a box for coding in the type of Golden Passport used.

 U. S. ARMY--CORPS OF ENGINEERS										 SERIAL NUMBER													
USER PERMIT										SAMPLE													
DISTRICT 1 2		PROJECT 3 4 5 6 7		REC AREA 8 9 10		SITE NUMBER 11 12 13 14		RENEWAL Y 15		CAR LICENSE STATE NUMBER		ZIP CODE 16 17 18 19 20											
NAME OF CAMPER (OPTIONAL)		NUMBER IN PARTY 21 22		PRIOR VISITS Y 23		PRIMARY DESTINATION Y 24		STARTING DATE MO DAY YR		ENDING DATE MO DAY													
VEHICLE(S) 33 <input type="checkbox"/> CAR 34 <input type="checkbox"/> TRUCK 35 <input type="checkbox"/> VAN 36 <input type="checkbox"/> MOTORHOME 37 <input type="checkbox"/> MOTORCYCLE 38 <input type="checkbox"/> OTHER		CAMPING EQUIPMENT 39 <input type="checkbox"/> TENT 40 <input type="checkbox"/> POP-UP TRAILER 41 <input type="checkbox"/> PICKUP CAMPER 42 <input type="checkbox"/> TRAVEL TRAILER 43 <input type="checkbox"/> NONE								RECREATIONAL EQUIPMENT 45 <input type="checkbox"/> POWERBOAT 46 <input type="checkbox"/> SAILBOAT 47 <input type="checkbox"/> BICYCLE 48 <input type="checkbox"/> MOTORCYCLE 49 <input type="checkbox"/> ORV (NONMOTORCYCLE) 50 <input type="checkbox"/> OTHER 51 <input type="checkbox"/> OTHER 52 <input type="checkbox"/> OTHER													
1. GOLDEN AGE NO. 2. GOLDEN ACCESS NO.		<input type="checkbox"/> 53		<input type="checkbox"/> 54		<input type="checkbox"/> 55		NIGHTS PD.		TOTAL FEE PAID \$ <input type="checkbox"/> 56 <input type="checkbox"/> 57 <input type="checkbox"/> 58 <input type="checkbox"/> 59		ATTENDANT											
												EDITION OF MAR 81 IS OBSOLETE. (Proponent: DAEN-CWO-R)								FISCAL			

ENG FORM 4457(TEST), Feb 82

EDITION OF MAR 81 IS OBSOLETE. (Proponent: DAEN-CWO-R)

FISCAL

Figure 6. ENG Form 4457 (TEST), Feb 1982

PART IV: SUMMARY

33. During CY 81, the first full year of data was collected at the 15 projects participating in the CRS. Preliminary analysis of that data indicates its potential usefulness for planning, management, and research purposes.

34. Minor modifications have been made in the data collection instrument for CY 82. These modifications should improve the efficiency of data collection and summarization as well as increase the information available. Additional modifications are not anticipated in the 4457 (TEST) Form at this time.

35. The CRS data collection will again be conducted at the 15 study projects during CY 82. At several of these projects some changes have occurred between CY 81 and CY 82 in the facilities (e.g. increases in the number of campsites with electrical hookups) or services (e.g. closure of some areas). Comparisons of the CY 81 and CY 82 data will enable inferences to be made as to the effects of these management actions on the visiting public (e.g. if there will be a resultant change in visitor characteristics). Collection of the CY 82 data will expand the CRS capability for trend analysis.

Table 1
General User Characteristics

Project	Recreation* Days	Mean		Percent Prior Visits	Percent Primary Destination	Percent		Number of Permits
		Length of Stay days	Mean Number In Group			Golden Age/Access Passport	Percent Golden Age/Access Passport	
Lake Barkley	48,346	2.33	2.87	87.2	94.8	24.7	7,416	
Benbrook Lake	20,470	1.96	3.30	82.7	86.8	17.5	3,463	
Greers Ferry Lake	154,423	1.80	3.49	78.4	91.4	16.2	25,272	
Hartwell Lake	67,902	2.06	4.09	87.7	97.3	28.4	8,050	
McNary L&D	18,511	1.55	2.92	52.6	61.9	31.5	4,237	
Melford Lake	24,958	1.56	3.75	84.4	93.9	8.3	4,207	
New Hogan Lake	35,413	2.20	3.70	68.7	93.0	13.5	4,410	
Nolin River Lake	31,070	1.76	3.71	79.6	97.9	5.2	4,724	
Lake Oahe	40,936	1.68	3.19	67.9	85.0	22.9	7,816	
Lake Ouachita	59,451	2.48	4.17	82.8	92.1	6.2	5,805	
R. S. Kerr L&D	17,622	1.77	3.74	86.4	95.3	31.0	2,885	
Lake Shelbyville	157,524	2.40	3.55	85.0	80.4	12.0	18,974	
Shenango River Lake	50,932	2.30	4.15	86.1	97.5	7.3	5,231	
Somererville Lake	68,740	1.99	3.90	77.4	89.1	16.0	10,436	
West Point Lake	65,049	2.44	3.81	83.1	96.8	19.6	7,278	
Nationwide Total	861,347	2.05	3.60	80.0	89.6	16.7	120,204	

* The number of recreation days of use for each project is equal to the sum of the "number in group" times the "length of stay" for each fee receipt from that project. Any receipts which have the "length of stay" or "number in group" missing (zero) would have recorded zero recreation days. Therefore, this measure of recreation days may be low. The extent of this variation depends on the number of missing (zero) elements (missing values were never greater than 4.0 percent for these elements for the individual projects).

Table 2
Distribution of Vehicle Types (Percent)

	<u>Car</u>	<u>Truck</u>	<u>Van</u>	<u>Motor-home</u>	<u>Other*</u>
Lake Barkley	28.8	47.1	6.7	16.4	0.4
Benbrook Lake	37.4	47.7	8.1	11.7	0.7
Greers Ferry Lake	37.9	42.5	8.1	8.9	1.4
Hartwell Lake	50.8	39.2	8.8	6.6	0.6
McNary L&D	23.1	43.6	6.9	25.6	0.8
Milford Lake	26.3	47.0	9.8	18.6	8.3
New Hogan Lake	28.5	45.4	12.7	11.0	1.7
Nolin River Lake	38.0	37.2	12.8	6.0	0.5
Lake Oahe	24.1	35.7	9.7	25.2	0.6
Lake Ouachita	49.7	41.3	10.9	5.9	1.4
R. S. Kerr L&D	32.3	66.1	6.9	12.5	0.8
Lake Shelbyville	40.5	27.7	11.0	13.3	1.6
Shenango River Lake	44.4	28.4	9.7	11.9	1.6
Somerville Lake	39.4	47.0	9.8	8.8	1.3
West Point Lake	36.6	47.1	10.3	19.9	6.2
Nationwide Total	37.2	40.6	9.5	12.7	1.7

* The "Other" category includes any mode of transportation that is not listed. This may include such things as bicycle, walking, seaplane, etc.

Table 3
Distribution of Camping Equipment (Percent)

	<u>Tent</u>	<u>Pop-up Camper</u>	<u>Pickup Camper</u>	<u>Travel Trailer</u>	<u>Motor-home</u>	<u>Power Boat</u>
Lake Barkley	13.5	8.8	16.4	42.7	16.4	41.5
Benbrook Lake	21.1	6.8	14.4	34.1	11.7	14.0
Greers Ferry Lake	45.0	11.0	7.8	21.9	8.9	15.5
Hartwell Lake	42.1	15.6	8.7	17.4	6.6	35.0
McNary L&D	16.6	3.8	10.7	39.4	25.6	2.6
Milford Lake	26.2	7.2	15.2	28.3	18.6	31.9
New Hogan Lake	18.5	1.8	21.3	13.5	11.0	36.2
Nolin River Lake	49.6	8.3	14.9	7.1	6.0	39.7
Lake Oahe	18.7	7.6	17.5	25.7	25.2	39.4
Lake Ouachita	60.0	13.8	11.5	13.7	5.9	42.3
R. S. Kerr L&D	23.8	4.1	28.2	40.6	12.5	44.2
Lake Shelbyville	32.0	10.3	11.2	28.9	13.3	27.4
Shenango River Lake	31.8	13.4	13.4	26.9	11.9	37.9
Somerville Lake	35.3	7.3	8.3	23.4	8.8	37.2
West Point Lake	29.9	16.0	13.5	29.4	19.9	47.9
Nationwide Total	33.8	9.9	12.2	25.4	12.7	30.4

Table 4
 Recreation Days of Use at Fee Campgrounds, Milford Lake

	0-50 Mile Zone			51-100 Mile Zone			Outside 100 Miles		
	Total Rec. Days	No. of Rec. Days	Percent of Total	Partici- pation Rate*	No. of Rec. Days	Percent of Total	Partici- pation Rate*	No. of Rec. Days	Percent of Total
Curtis Creek	5,483	3,304	60.3	17.8	896	16.3	2.2	1,283	23.4
Farnum Creek	5,878	1,974	33.5	14.4	2,076	35.3	3.6	1,828	31.1
Rolling Hills	5,891	2,439	41.4	13.1	732	12.4	1.4	2,720	46.2
School Creek	2,396	1,126	47.0	6.5	304	12.7	0.8	966	40.3
Timber Creek	5,287	1,189	22.5	8.7	2,897	54.8	5.8	1,201	22.7

* Participation Rate = Recreation days per 1,000 population.

APPENDIX A: EXAMPLE OF A RECREATION ANALYSIS
PROGRAM (RAP) "PROJECT REPORT"

Definitions and descriptions of the abbreviations and terms used in a RAP "Project Report" are listed below:

NO.	Number of receipts (tabulation) on which the item was checked.
ABS PCT (also PCT)	The absolute percent of receipts on which the item was checked. It is the number of receipts on which the item was checked (NO.) divided by the total number of receipts collected (CAMPING PERMITS).
REL PCT	The relative percent of receipts on which the item was checked. It is the number of receipts on which the item was checked (NO.) divided by the total number of receipts collected less the number of receipts with missing data (CAMPING PERMITS - MISSING).
MISSING	Number of receipts on which no information was checked for that category.
CAMPING PERMITS	Total number of receipts collected for that area during the study period.
CAMPING PARTICIPANTS	Sum of number of "people in group" from each receipt.
PERSONS/GROUP, AVG.	Average number of persons per group (party). Both absolute (ABS) and relative (REL) averages are provided. The absolute average is CAMPING PARTICIPANTS divided by CAMPING PERMITS; the relative average excludes those receipts for which "number in group" was not recorded.
DAYS PAID	Sum of "length of stay" from each permit.
LENGTH OF STAY/ GROUP, AVG.	Average length of stay. Again both absolute and relative averages are provided based on total receipts and total receipts less receipts with missing data, respectively.
TOTAL REC. DAYS OF USE	Total recreation days of use. A recreation day of use is defined as a visit by an individual to a recreation area for any portion or all of a 24-hr period. The number of recreation days of use for each receipt is equal to the "number in group" times the "length of stay." These products are summed for all receipts.

PRIOR VISITS Indicates whether or not camping party had been at recreation area before. Counts of YES and NO responses are provided as well as absolute and relative percentages of each.

PRIMARY DESTINATION Indicates whether or not this project is the primary destination of the camping party on this trip. Counts of YES and NO responses are provided as well as absolute and relative percentages of each.

PROJECT REPORT

FROM 604 TO 927

PROJECT NO. 12760 REC AREA NO. 7

VARIABLES MONITORED

PRIMARY VEHICLE	NO.	ABS	REL	PCT	EQUIPMENT(CAMPING)		NO.	PCT	EQUIPMENT(NON-CAMPING)		NO.	PCT
					ABS	REL	PCT	NO.	PCT	NO.	PCT	
CAR	1261	37.6	44.5	5	TENT	1724	51.1	60.9		POWERBOAT	1605	47.6
TRUCK	1126	33.4	39.8	5	POP-UP TRAILER	238	7.1	8.6		SAILBOAT	9	0.3
VAN	477	14.2	16.8	1	PICKUP CAMPER	434	12.9	15.3		BOAT TRAILER	1608	47.7
OTHER	4	0.1	0.1	1	TRAVEL TRAILER	261	7.7	9.2		BICYCLE	7	0.2
4 WHEEL DR	56	1.6	1.9	1	MOTORHOME	206	6.1	7.3		MOTORCYCLE	9	0.3
MISSING	540				MISSING	541				ATV	0	
										OTHER	59	1.8

USER CHARACTERISTICS

CAMPING PERMITS CAMPING PARTICIPANTS PERSONS/GROUP, AVG.	(ABS)	12326	3.66	(REL)	YES		NO.	ABS	REL	NO.	ABS	REL
					PC	PCT						
DAYS PAID	5944				2734	81.1	81.2	632	18.8	3288	97.6	97.9
LENGTH OF STAY/GROUP-AVG.	1.76				1.77		(MISSING	4)				
TOTAL REC DAYS OF USE	21972											
NO. GOLDEN AGE PASSPORTS RECORDED		131										
TOTAL FEES PAID		\$22126.00										

(109 PERMITS SHOW 0.0 FEE)

(4 PERMITS SHOW ZERO NIGHTS PAID)

(9 PERMITS SHOW ZERO NIGHTS PAID)

A3

APPENDIX B: EXAMPLE OF A RECREATION ANALYSIS
PROGRAM (RAP) "SITE SPECIFIC DATA REPORT"

The information in a "Site Specific Data Report" is the same as that contained in a "Project Report," but summarized by individual campsite. Definitions and abbreviations are the same as for Appendix A.

SITE SPECIFIC DATA REPORT

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SITE NO.	TOT DAYS OCCUPIED	NO. OF GROUPS	AVG NO. IN PARTY	TOT REC DAYS	TOT REC	TENT (PCT)	POP-UP (PCT)	PICK-UP (PCT)	TRAILER (PCT)		MOTORHOME (PCT)
									1	2	3
1	59	34	2.8	138	35.3	2.9	32.4	16.7	8.8	10.3	16.3
2	66	37	2.8	132	16.2	3.4	37.9	17.2	10.0	10.0	10.0
3	52	42	2.9	143	23.8	0.0	57.8	24.3	21.6	21.6	21.6
4	31	28	2.1	65	15.0	0.0	61.9	9.5	11.9	11.9	11.9
5	68	34	2.9	188	11.8	0.2	68.4	10.5	13.2	13.2	13.2
6	141	29	2.2	236	6.9	0.0	55.0	30.0	20.0	20.0	20.0
7	85	26	1.9	145	0.0	0.0	55.8	35.5	17.6	17.6	17.6
8	87	29	2.1	167	26.1	0.0	52.9	35.4	38.7	19.4	19.4
9	121	20	1.4	157	5.0	0.0	13.8	58.6	20.7	20.7	20.7
10	48	27	2.9	149	11.1	0.0	53.8	46.2	11.5	11.5	11.5
11	48	31	2.4	117	12.9	0.0	29.6	34.5	17.2	18.5	18.5
12	49	26	2.7	125	25.1	0.0	20.8	37.0	35.0	35.0	35.0
13	14	12	4.1	58	41.7	0.0	51.0	16.1	38.7	42.9	42.9
14	42	24	3.3	129	25.0	0.0	39.3	17.9	31.8	16.7	16.7
15	43	18	3.6	176	61.1	0.0	44.4	5.6	16.7	16.7	16.7
16	42	2	1.6	2	50.0	0.0	50.0	0.0	0.0	0.0	0.0
17	1	1	2.0	2	0.0	0.0	100.0	0.0	0.0	0.0	0.0
18	1	1	3.0	3	100.0	0.0	0.0	0.0	0.0	0.0	0.0
19	1	1	3.0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	1	1	3.0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FROM 0 TO 3000

APPENDIX C: RECREATION AREA AND PROJECT DATA SUMMARIES
FOR THE 1981 CAMPGROUND RECEIPT STUDY

1. This appendix contains the accumulated data for each recreation area and project within the Campground Receipt Study (CRS). There are two tables for each of the fifteen projects (Tables C1-C30): the first contains general user characteristics and the second indicates the presence of vehicle or equipment type (percentages).

2. Two types of percentages are presented in these tables, relative and absolute. In the general user characteristic percentages, any permits with missing data (i.e. no response) for "prior visits" or "primary destination" were excluded from the calculation (relative percent). Also, in these tables, missing data were not included in the calculations of the "mean length of stay" and "mean number in party." The actual number of missing permits for these two items is disclosed for the project totals so that the extent of variation of the recreation day measure can be determined (see Table 1 of main text). It should be noted that the sum of recreation area totals for "recreation days" and "number of permits" may not equal the project totals. This is a result of missing or miscoded recreation area codes that make it only possible to include the data in the project totals.

3. The percentages indicating the presence of a vehicle or equipment type show the number of permits which had that item divided by the total number of permits (absolute percent).

Table C1
Lake Barkley User Characteristics

	<u>Canal</u>	<u>Hurricane Creek</u>	<u>Project Totals</u>
Recreation days	31,882	16,464	48,346
Mean length of stay, days	2.47	2.09	2.33*
Mean number in group	2.84	2.93	2.87**
Percent prior visits	85.5	90.0	87.2
Percent primary destination	93.2	97.3	94.8
Percent Golden Age/Access Passports	26.9	20.9	24.7
Number of permits	4,671	2,745	7,416

* Seventeen permits showed zero nights paid.

** Sixty-two permits showed zero persons in party.

Table C2
Lake Barkley Vehicle and Equipment Type
(Absolute Percent)

	<u>Canal</u>	<u>Hurricane Creek</u>	<u>Project Totals</u>
Car	31.6	24.1	28.8
Truck	45.1	50.5	47.1
Van	7.2	6.0	6.7
Other	0.6	0.1	0.4
Tent	9.4	20.5	13.5
Pop-up	8.7	8.8	8.8
Pickup	13.1	21.9	16.4
Travel trailer	52.9	25.1	42.7
Motorhome	14.3	19.9	16.4
Power boat	37.6	48.1	41.5
Sailboat	0.3	0.1	0.2
Boat trailer	29.3	46.6	35.7
Bicycle	13.4	2.5	9.4
Motorcycle	2.2	0.1	1.4
ORV*	1.7	0.0	1.1

* Off-road vehicle.

Table C3
Benbrook Lake User Characteristics

	<u>South Holiday</u>	<u>Mustang</u>	<u>Project Totals</u>
Recreation days	12,811	7,628	20,470
Mean length of stay, days	2.11	1.70	1.96*
Mean number in group	3.14	3.56	3.30**
Percent prior visits	85.9	77.5	82.7
Percent primary destination	84.3	91.2	86.8
Percent Golden Age/Access Passports	23.3	8.0	17.5
Number of permits	2,155	1,301	3,463

* Fourteen permits showed zero nights paid.

** One hundred and one permits showed zero persons in party.

Table C4
Benbrook Lake Vehicle and Equipment Type
(Absolute Percent)

	<u>South</u> <u>Holiday</u>	<u>Mustang</u>	<u>Project</u> <u>Totals</u>
Car	34.7	41.7	37.4
Truck	50.2	43.8	47.7
Van	7.5	9.2	8.1
Other	0.4	1.1	0.7
Tent	19.3	24.2	21.1
Pop-up	5.8	8.5	6.8
Pickup	16.2	11.4	14.4
Travel trailer	39.0	26.0	34.1
Motorhome	11.0	12.8	11.7
Power boat	13.0	15.7	14.0
Sailboat	0.3	0.8	0.5
Boat trailer	10.8	5.2	8.7
Bicycle	1.7	0.5	1.3
Motorcycle	2.4	1.1	1.9
ORV	0.1	0.1	0.1

Table C5
Greers Ferry Lake User Characteristics

	<u>Dam Site</u>	<u>Old Hwy 25</u>	<u>Heber</u>	<u>Cove</u>	<u>Creek</u>	<u>Shallow</u>	<u>Narrows</u>	<u>Devils</u>	<u>Sugar</u>	<u>Van</u>	<u>Buren</u>	<u>Choctaw</u>	<u>JFK</u>	<u>Project</u>
	<u>Recreation days</u>	<u>31,454</u>	<u>11,534</u>	<u>15,650</u>	<u>4,923</u>	<u>6,892</u>	<u>17,973</u>	<u>8,420</u>	<u>8,089</u>	<u>2,083</u>	<u>19,762</u>	<u>27,394</u>	<u>154,423</u>	<u>Totals</u>
Mean length of stay, days	1.52	1.56	1.76	1.58	1.71	2.18	1.67	1.78	1.79	1.84	2.09	1.80 ^a		
Mean number in group	3.78	4.06	3.77	3.80	3.90	2.97	3.80	3.94	3.64	3.39	2.85	3.49 ^{aa}		
Percent prior visits	80.4	79.6	91.0	87.9	91.2	78.4	75.7	82.8	53.2	68.9	73.1	78.4		
Percent primary destination	96.5	96.4	84.8	97.6	96.4	89.8	94.9	97.9	89.9	73.1	95.3	91.4		
Percent Golden Age/Access Passports	2.2	2.6	2.7	4.6	3.8	33.3	5.9	6.5	6.5	21.5	40.8	16.2		
Number of permits	5,515	1,778	2,331	844	1,039	2,897	1,318	1,174	309	3,296	4,738	25,272		

^a Nineteen permits showed zero nights paid.
^{aa} Three hundred nineteen permits showed zero persons in party.

Table C6
Greers Ferry Lake Vehicle and Equipment Type
(Absolute Percent)

	Dam Site	Old Hwy 25	Heber Springs	Cove Creek	Shiloh	Narrows	Devils Fork	Sugar Loaf	Van Buren	Choctaw	JFK	Project Totals
Car	56.9	40.9	38.4	42.4	42.0	22.4	40.1	40.5	50.8	26.7	27.7	37.9
Truck	31.7	47.6	42.2	46.0	45.1	48.1	46.3	44.4	33.0	46.1	45.1	42.5
Van	7.7	6.6	12.2	10.5	6.4	8.7	7.1	8.9	11.0	7.1	7.5	8.1
Other	2.3	2.4	0.4	0.4	0.2	0.4	0.4	1.3	0.6	3.5	0.5	1.4
Tent	69.3	61.8	57.9	56.8	61.8	13.2	63.3	57.3	44.0	28.4	21.2	45.0
Pop-up	10.5	13.0	12.7	6.3	12.0	8.0	12.4	14.3	13.6	10.4	11.3	11.0
Pickup	6.6	5.2	5.0	10.1	10.0	6.4	9.5	6.7	10.0	12.8	7.6	7.8
Travel trailer	6.8	9.7	12.4	11.5	12.8	44.9	6.8	10.3	11.3	31.2	39.6	21.9
Motorhome	4.0	3.3	2.8	1.1	2.5	22.3	2.4	4.3	3.6	14.1	13.9	8.9
Power boat	8.8	24.6	16.0	29.0	20.6	18.0	43.8	23.7	2.6	18.1	3.3	15.5
Sailboat	0.2	0.0	0.6	0.6	1.4	0.1	0.3	0.4	0.3	0.1	0.0	0.2
Boat trailer	7.3	24.5	5.3	27.1	5.7	16.9	42.9	20.0	1.3	12.2	2.5	12.2
Bicycle	1.6	2.2	0.6	0.2	1.9	1.9	5.5	5.9	1.3	1.1	2.4	2.0
Motorcycle	1.5	2.2	1.0	0.2	0.1	1.1	1.4	1.2	1.3	0.7	1.1	1.2
ORV	0.1	0.1	0.0	0.0	0.1	0.0	0.2	0.3	0.0	0.0	0.0	0.1

Table C7
Hartwell Lake User Characteristics

	River	Land Point	Spring- field Branch	Transient Group	Glen Island	Weldon Island	Perry Park	Milton Ferry	Chandler Ferry	Paynes Creek	Abury Point	Oconee Point	Twin Lakes	Coopers Park	Project Totals		
Arrive- ation days	12,372	92	5,100	1,566	7,008	557	393	216	731	4,162	2,557	1,215	5,565	10,884	4,420	67,902	
Mean length of stay, days	2.14	1.25	2.06	1.78	1.89	1.62	1.95	1.21	1.67	1.93	1.78	1.98	2.18	2.13	2.22	2.27	
Mean num- ber in group	3.71	3.75	4.31	3.93	4.33	4.07	9.82	4.56	4.27	3.82	3.66	3.58	4.40	4.28	4.07	4.59	
Percent prior visits	86.6	50.0	82.5	80.8	90.8	76.7	86.4	71.4	86.1	94.4	84.0	82.8	90.4	94.4	84.2	88.9	
Percent primary desti- nation	94.8	80.0	99.1	97.2	97.4	96.4	100.0	100.0	96.2	99.2	94.7	96.1	99.3	98.8	97.9	95.6	
Percent Golden Age/Access Passports	27.3	0.0	47.8	8.3	51.7	3.6	0.0	0.0	19.9	20.7	12.0	56.2	18.7	28.1	3.5	28.4	
Number of permits	1,567	20	569	217	860	84	22	42	117	523	397	216	589	1,182	1,214	405	8,050

* Eleven permits showed zero nights paid.

** One hundred forty-two permits showed zero persons in party.

Table C8
Hartwell Lake Vehicle and Equipment Type
(Absolute Percent)

<u>Watseadlers</u>	<u>River</u>	<u>Ga.</u>	<u>Crescent</u>	<u>Island</u>	<u>Springfield</u>	<u>Gumbranch</u>	<u>Transient</u>	<u>Weldon</u>	<u>Glen</u>	<u>Chandlers</u>	<u>Paynes</u>	<u>Ocoee</u>	<u>Twin</u>	<u>Conocochee</u>	<u>Project</u>
							<u>Group</u>	<u>Island</u>	<u>Perry</u>	<u>Hilltown</u>	<u>Creek</u>	<u>Point</u>	<u>Lakes</u>	<u>Park</u>	<u>Totals</u>
Car	57.3	70.0	43.6	53.0	45.0	67.9	36.4	54.8	57.3	48.6	41.8	42.1	56.7	49.2	53.2
Truck	55.8	20.0	30.1	35.0	30.7	31.0	63.6	40.5	42.7	31.0	44.6	37.5	25.1	39.6	37.0
Van	7.3	0.0	12.8	12.0	4.9	3.6	13.6	16.7	8.5	13.4	17.1	10.2	9.0	7.4	8.0
Other	0.5	20.0	0.2	0.9	0.0	1.2	9.1	2.4	0.9	2.3	0.3	1.4	0.3	0.3	0.4
Tent	26.0	50.0	51.8	65.0	42.4	77.4	63.6	71.4	78.6	35.2	47.6	68.1	50.1	39.3	44.2
Pop-up	14.9	10.0	17.6	8.8	16.9	2.4	18.2	2.4	6.0	11.9	16.4	6.9	14.8	16.2	20.8
Pickup	8.1	10.0	3.3	16.1	4.3	6.0	27.3	7.1	5.1	13.8	8.6	6.5	9.2	12.9	8.2
Travel trailer	30.2	20.0	13.4	2.3	12.6	11.9	31.8	7.1	9.4	19.5	9.8	5.1	12.6	15.5	16.3
Motorhome	10.1	10.0	11.4	1.4	2.9	7.1	22.7	2.4	0.0	17.2	2.5	8.3	10.2	4.0	2.6
Power boat	23.6	5.0	16.7	39.6	28.7	45.2	36.4	54.8	35.9	46.5	44.3	57.4	51.4	43.7	38.6
Sailboat	0.6	5.0	0.9	6.5	1.4	2.4	0.0	2.4	0.9	5.7	0.3	2.3	1.0	0.5	0.5
Boat trailer	23.7	0.0	17.6	40.1	28.0	13.1	4.5	47.6	19.7	50.1	3.3	55.1	50.8	11.6	37.5
Bicycle	6.8	0.0	0.5	1.8	12.4	0.0	9.1	0.0	0.9	8.2	0.8	1.4	9.7	3.5	6.7
Motorcycle	2.6	5.0	0.7	1.4	0.9	1.2	0.0	0.0	1.7	1.1	0.5	0.9	2.9	0.1	1.2
ORV	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.1	0.0

Table C9
McNary Lock and Dam User Characteristics

	Hook Park
Recreation days	18,511
Mean length of stay, days	1.55*
Mean number in group	2.92**
Present prior visits	52.6
Percent primary destination	61.9
Percent Golden Age/ Access Passports	31.5
Number of permits	4,237

* Five permits showed zero nights paid.
 ** Twenty-eight permits showed zero persons in party.

Table C10
McNary Lock and Dam Vehicle and Equipment
Type (Absolute Type)

	Hood Park
Car	23.1
Truck	43.6
Van	6.9
Other	0.8
Tent	16.6
Pop-up	3.8
Pickup	10.7
Travel trailer	39.4
Motorhome	25.6
Power boat	2.6
Sailboat	0.1
Boat trailer	1.6
Bicycle	1.6
Motorcycle	0.9
ORV	0.1

Table C11
Milford Lake User Characteristics

	<u>Curtis Creek</u>	<u>Farnum Creek</u>	<u>Rolling Hills</u>	<u>School Creek</u>	<u>Timber Creek</u>	<u>Project Totals</u>
Recreation days	5,483	5,878	5,891	2,396	5,296	24,958
Mean length of stay, days	1.66	1.45	1.70	1.37	1.49	1.56*
Mean number in group	3.65	5.59	3.35	3.23	3.41	3.75**
Percent prior visits	90.8	85.6	64.3	97.5	91.4	54.4
Percent primary destination	98.3	98.4	82.9	100.0	95.3	93.9
Percent Golden Age/Access Passports	6.9	6.6	13.6	4.9	6.8	8.3
Number of permits	918	622	1,063	533	1,069	4,207

* Three permits showed zero nights paid.

** Fifty-nine permits showed zero persons in party.

Table C12
Milford Lake Vehicle and Equipment Type
(Absolute Percent)

	<u>Curtis Creek</u>	<u>Farnum Creek</u>	<u>Rolling Hills</u>	<u>School Creek</u>	<u>Timber Creek</u>	<u>Project Totals</u>
Car	21.4	39.5	24.5	17.8	28.7	26.3
Truck	47.8	44.5	44.5	43.2	52.2	47.0
Van	9.3	10.0	13.9	5.6	8.3	9.8
Other	17.3	9.3	0.7	4.9	9.2	8.3
Tent	23.1	38.3	20.9	20.6	30.0	26.2
Pop-up	5.7	7.2	7.0	4.9	9.9	7.2
Pickup	9.9	15.4	12.3	23.3	19.7	15.5
Travel trailer	34.7	20.4	30.8	21.6	28.3	28.3
Motorhome	20.8	15.4	25.9	22.0	9.8	18.6
Power boat	43.7	32.5	26.8	37.1	23.7	31.9
Sailboat	2.2	0.5	1.0	6.8	0.5	1.8
Boat trailer	42.7	13.7	1.6	25.3	9.2	17.3
Bicycle	1.7	0.2	1.8	7.3	1.8	2.2
Motorcycle	3.6	1.4	2.1	8.1	3.7	3.5
ORV	1.1	0.0	0.3	5.4	0.4	1.1

Table C13
New Hogan Lake User Characteristics

	<u>Acorn</u>
Recreation days	35,413
Mean length of stay, days	2.20*
Mean number in group	3.70**
Present prior visits	68.7
Percent primary destination	93.0
Percent Golden Age/ Access Passports	13.5
Number of permits	4,410

* Eleven permits showed zero nights paid.
 ** Thirty-five permits showed zero persons in party.

Table C14
New Hogan Lake Vehicle and Equipment
Type (Absolute Type)

	<u>Acorn</u>
Car	28.5
Truck	45.4
Van	12.7
Other	1.7
Tent	18.5
Pop-up	1.8
Pickup	21.3
Travel trailer	13.5
Motorhome	11.0
Power boat	36.2
Sailboat	0.5
Boat trailer	32.4
Bicycle	0.7
Motorcycle	1.3
ORV	0.1

Table C15
Nolin River Lake User Characteristics

	<u>Wax</u>	<u>Moutardier</u>	<u>Project Totals</u>
Recreation days	9,098	21,972	31,070
Mean length of stay, days	1.73	1.77	1.76*
Mean number in group	3.84	3.66	3.71**
Percent prior visits	75.6	81.2	79.6
Percent primary destination	98.1	97.9	97.9
Percent Golden Age/ Access Passports	8.4	3.9	5.2
Number of permits	1,353	3,371	4,724

* Fourteen permits showed zero nights paid.

** Nine permits showed zero persons in party.

Table C16
Nolin River Lake Vehicle and Equipment Type
(Absolute Percent)

	<u>Wax</u>	<u>Moutardier</u>	<u>Project Totals</u>
Car	39.3	37.4	38.0
Truck	46.5	33.4	37.2
Van	9.6	14.2	12.8
Other	1.4	0.1	0.5
Tent	45.7	51.1	49.6
Pop-up	11.2	7.1	8.3
Pickup	19.9	12.9	14.9
Travel trailer	5.4	7.7	7.1
Motorhome	5.6	6.1	6.0
Power boat	20.0	47.6	39.7
Sailboat	0.1	0.3	0.2
Boat trailer	10.8	47.7	37.1
Bicycle	0.0	0.2	0.1
Motorcycle	0.0	0.3	0.2
ORV	0.0	0.0	0.0

Table C17
Lake Oahe User Characteristics

	<u>Downstream South</u>	<u>Downstream North</u>	<u>Indian Creek</u>	<u>Indian Memorial</u>	<u>Project Totals</u>
Recreation days	6,356	18,741	9,000	6,511	40,936
Mean length of stay, days	1.75	1.59	1.79	1.73	1.68*
Mean number in group	3.27	3.15	3.23	3.21	3.19**
Percent prior visits	73.2	63.5	69.6	74.3	67.9
Percent primary destination	85.9	82.2	88.1	88.3	85.0
Percent Golden Age/Access Passports	20.8	20.1	24.9	31.4	22.9
Number of permits	1,068	3,916	1,597	1,171	7,816

* Eighteen permits showed zero nights paid.

** One hundred twenty permits showed zero persons in party.

Table C18
Lake Oahe Vehicle and Equipment Type
(Absolute Percent)

	<u>Downstream</u> <u>South</u>	<u>Downstream</u> <u>North</u>	<u>Indian</u> <u>Creek</u>	<u>Indian</u> <u>Memorial</u>	<u>Project</u> <u>Totals</u>
Car	30.0	26.1	22.2	13.6	24.1
Truck	36.3	34.3	37.0	38.3	35.7
Van	10.9	10.0	8.9	9.1	9.7
Other	1.7	0.2	0.8	0.4	0.6
Tent	20.9	20.3	16.8	13.5	18.7
Pop-up	9.0	8.6	6.6	4.6	7.6
Pickup	18.3	17.3	15.6	20.4	17.5
Travel trailer	25.2	21.3	30.6	34.5	25.7
Motorhome	21.6	23.3	29.7	29.5	25.2
Power boat	21.3	30.9	58.4	58.4	39.4
Sailboat	0.2	0.2	0.1	0.1	0.2
Boat trailer	20.1	29.3	55.7	53.5	37.1
Bicycle	6.1	7.0	6.8	9.0	7.0
Motorcycle	2.2	3.7	1.8	1.3	2.7
ORV	0.4	0.1	0.3	0.3	0.2

Table C19
Lake Ouachita User Characteristics

	<u>Stephens Park</u>	<u>Deuby Point</u>	<u>Tompkins Bend</u>	<u>Joplin</u>	<u>Crystal Springs</u>	<u>Brady Mtn.</u>	<u>Project Totals</u>
Recreation days	1,209	6,893	11,919	10,412	11,057	17,830	59,451
Mean length of stay, days	1.96	2.93	2.59	2.67	2.14	2.47	2.48*
Mean number in group	3.85	4.19	4.14	4.12	4.22	4.20	4.17**
Percent prior visits	61.2	91.1	83.5	83.3	84.2	80.4	82.8
Percent primary destination	73.2	96.7	93.0	88.7	93.2	93.7	92.1
Percent Golden Age/Access Passports	2.9	10.5	7.6	3.6	4.0	7.0	6.2
Number of permits	171	563	1,117	941	1,257	1,742	5,805

* Nineteen permits showed zero night paid.

** One hundred thirty-seven permits showed zero persons in party.

Table C20
Lake Ouachita Vehicle and Equipment Type
(Absolute Percent)

	<u>Stephens Park</u>	<u>Denby Point</u>	<u>Tompkins Bend</u>	<u>Joplin</u>	<u>Crystal Springs</u>	<u>Brady Mtn.</u>	<u>Project Totals</u>
Car	50.9	46.5	49.1	47.5	51.4	51.1	49.7
Truck	33.9	49.9	56.2	39.1	35.7	34.9	41.3
Van	12.9	9.6	9.5	12.5	11.7	10.4	10.9
Other	4.1	0.7	0.6	2.0	0.6	2.1	1.4
Tent	55.0	56.7	47.7	68.7	64.7	61.5	60.0
Pop-up	9.9	16.0	16.2	9.8	13.0	14.8	13.8
Pickup	9.4	16.5	19.4	11.7	6.8	8.4	11.5
Travel trailer	9.9	15.8	20.4	11.8	10.3	12.5	13.7
Motorhome	11.7	5.5	8.1	4.6	4.0	6.4	5.9
Power boat	13.5	17.1	68.7	43.7	36.5	40.2	42.3
Sailboat	8.8	48.1	64.1	27.2	9.9	36.2	34.7
Boat trailer	8.8	48.1	64.1	27.2	9.9	36.2	34.7
Bicycle	0.0	3.6	17.7	3.9	2.8	4.5	6.4
Motorcycle	1.8	2.3	3.2	1.5	2.3	1.9	2.2
ORV	0.0	0.0	0.8	0.1	0.0	0.0	0.2

Table C21

Robert S. Kerr Lock and Dam User Characteristics

	<u>Applegate Cove</u>	<u>Short Mtn. Cove</u>	<u>Cowlington Point</u>	<u>Gore Landing</u>	<u>Sallisaw Creek</u>	<u>Keota Landing</u>	<u>Project Totals</u>
Recreation days	6,273	2,697	4,346	2,135	1,448	587	17,622
Mean length of stay, days	2.16	1.43	1.53	2.26	1.41	1.19	1.77*
Mean number in group	3.58	4.23	4.02	2.65	4.01	4.33	3.74**
Percent prior visits	80.7	80.8	93.9	89.9	86.7	87.9	86.4
Percent primary destination	90.6	95.8	98.7	98.8	93.4	94.8	95.3
Percent Golden Age/Access Passports	38.6	22.2	29.0	48.7	6.5	17.8	31.0
Number of permits	816	486	769	413	260	118	2,885

* Five permits showed zero nights paid.

** Twenty-four permits showed zero persons in party.

Table C22
Robert S. Kerr Lock and Dam Vehicle and Equipment Type
(Absolute Percent)

	<u>Applegate Cove</u>	<u>Short Mtn. Cove</u>	<u>Cowlington Point</u>	<u>Gore Landing</u>	<u>Sallisaw Creek</u>	<u>Keota Landing</u>	<u>Project Totals</u>
Car	33.6	39.7	35.5	13.1	33.5	38.1	32.3
Truck	57.0	69.1	74.6	63.9	65.4	68.6	66.1
Van	6.1	9.7	7.0	6.8	3.5	9.3	6.9
Other	0.8	0.4	0.4	1.7	1.2	0.8	0.8
Tent	16.5	34.0	22.5	19.9	35.4	30.5	23.8
Pop-up	3.1	4.1	7.4	2.2	1.9	0.8	4.1
Pickup	21.3	24.5	28.9	39.0	35.8	35.6	28.2
Travel trailer	52.8	36.4	45.0	24.7	25.0	33.1	40.6
Motorhome	15.7	7.8	7.9	19.9	13.1	11.9	12.5
Power boat	35.2	29.0	47.9	68.3	54.6	37.3	44.2
Sailboat	0.7	0.2	0.1	0.7	0.8	0.0	0.5
Boat trailer	35.9	28.2	48.5	66.4	53.8	35.6	44.0
Bicycle	3.7	2.5	2.0	0.0	1.2	0.0	2.1
Motorcycle	1.7	2.5	2.0	0.2	1.5	0.8	1.7
ORV	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table C23
Lake Shelbyville User Characteristics

	<u>Coon Creek</u>	<u>Lone Point</u>	<u>Lithia Springs</u>	<u>"Bo" Wood</u>	<u>Whitley Creek</u>	<u>Project Totals</u>
Recreation days	65,074	4,860	45,733	30,241	10,871	157,524
Mean length of stay, days	2.47	1.82	2.84	2.66	1.85	2.40*
Mean number in group	3.77	4.54	3.47	2.99	3.90	3.55**
Percent prior visits	81.5	91.8	85.7	92.6	77.3	85.0
Percent primary destination	62.0	96.4	87.0	95.9	96.7	80.4
Percent Golden Age/ Access Passports	8.2	1.2	10.5	25.6	4.3	12.0
Number of permits	7,066	569	5,833	3,952	1,506	18,974

* Ninety-three permits showed zero nights paid.

** Five hundred twenty permits showed zero persons in party.

Table C24
Lake Shelbyville Vehicle and Equipment Type
(Absolute Percent)

	<u>Coon Creek</u>	<u>Lone Point</u>	<u>Lithia Springs</u>	<u>"Bo" Wood</u>	<u>Whitley Creek</u>	<u>Project Totals</u>
Car	44.7	50.1	38.4	30.5	51.3	40.5
Truck	27.6	23.4	25.4	30.2	31.7	27.7
Van	11.4	13.5	12.7	7.2	12.2	11.0
Other	0.4	1.6	1.6	3.1	2.9	1.6
Tent	35.7	60.5	31.8	11.6	57.8	32.0
Pop-up	12.0	3.9	13.3	5.4	6.2	10.3
Pickup	11.5	11.2	11.2	10.1	12.7	11.2
Travel trailer	28.7	8.3	22.0	47.4	15.9	28.9
Motorhome	11.8	4.7	14.3	19.1	5.0	13.3
Power boat	35.5	37.4	16.9	20.1	45.8	27.4
Sailboat	0.7	0.7	0.2	0.3	0.8	0.5
Boat trailer	31.3	38.1	15.1	18.9	41.0	24.7
Bicycle	16.2	7.4	4.8	3.9	5.9	9.0
Motorcycle	2.3	0.7	0.8	1.0	1.1	1.4
ORV	0.1	0.0	0.1	0.0	0.1	0.1

Table C25
Shenango River Lake User Characteristics

	<u>Shenango Recreation Area</u>
Recreation days	50,923
Mean length of stay, days	2.30*
Mean number in group	4.15**
Percent prior visits	86.1
Percent primary destination	97.5
Percent Golden Age/ Access Passports	7.3
Number of permits	5,231

* Two permits showed zero nights paid.

** Twenty permits showed zero persons in
party.

Table C26
Shenango River Lake Vehicle and Equipment
Type (Absolute Type)

	Shenango Recreation Area
Car	44.4
Truck	28.4
Van	9.7
Other	1.6
Tent	31.8
Pop-up	13.4
Pickup	13.4
Travel trailer	26.9
Motorhome	11.9
Power boat	37.9
Sailboat	0.5
Boat trailer	36.1
Bicycle	48.5
Motorcycle	1.3
ORV	0.4

Table C27
Somerville Lake User Characteristics

	<u>Big Creek</u>	<u>Rocky Creek</u>	<u>Yegna Creek</u>	<u>Project Totals</u>
Recreation days	9,129	33,140	26,465	68,740
Mean length of stay, days	1.76	1.89	2.23	1.99*
Mean number in group	3.56	4.08	3.80	3.90**
Percent prior visits	70.7	77.8	79.9	77.4
Percent primary destination	87.8	91.2	86.7	89.1
Percent Golden Age/Access Passports	2.0	16.2	21.8	16.0
Number of permits	1,639	5,102	3,694	10,436

* Three hundred eighty-one permits showed zero nights paid.

** Four hundred sixteen permits showed zero persons in party.

Table C28
Somerville Lake Vehicle and Equipment Type
(Absolute Percent)

	<u>Big Creek</u>	<u>Rocky Creek</u>	<u>Yegna Creek</u>	<u>Project Totals</u>
Car	44.3	39.4	37.4	39.4
Truck	42.3	46.1	50.4	47.0
Van	9.1	9.5	10.6	9.8
Other	0.5	0.7	2.4	1.3
Tent	57.2	36.5	23.9	35.3
Pop-up	6.4	7.5	7.5	7.3
Pickup	9.2	8.7	7.5	8.3
Travel trailer	7.9	20.0	35.0	23.4
Motorhome	3.7	8.2	11.9	8.8
Power boat	15.4	41.2	41.3	37.2
Sailboat	2.1	2.0	2.0	2.0
Boat trailer	12.7	40.4	37.4	35.0
Bicycle	0.1	4.6	3.6	3.5
Motorcycle	0.8	1.1	1.6	1.2
ORV	0.0	0.2	0.1	0.1

Table C29
West Point Lake User Characteristics

	R. Shaefers Heard	Bird Creek	Brush Creek	Autry Park	Holiday Park	State Line Park	Amity Park	Project Totals
Recreation days	10,564	1,099	1,048	1,658	23,486	6,332	20,777	65,049
Mean length of stay, days	2.37	1.63	2.49	1.73	2.31	2.30	2.79	2.44*
Mean number in group	3.56	3.74	3.36	3.86	4.32	4.30	3.28	3.81**
Percent prior visits	78.4	62.4	63.1	73.8	87.9	76.6	86.1	83.1
Percent primary destination	94.4	94.7	99.2	96.1	97.3	93.1	98.7	96.8
Percent Golden Age/Access Passports	26.5	5.7	19.7	2.3	15.7	7.2	27.1	19.6
Number of permits	1,247	174	132	256	2,423	670	2,367	7,278

* Eleven permits showed zero nights paid.

** Forty-four permits showed zero persons in party.

Table C30
West Point Lake Vehicle and Equipment Type
(Absolute Percent)

	<u>R. Shaefer Heard</u>	<u>Bird Creek</u>	<u>Brush Creek</u>	<u>Autry Park</u>	<u>Holiday Park</u>	<u>State Line Park</u>	<u>Amity Park</u>	<u>Project Totals</u>
Car	41.5	52.9	22.0	42.6	36.7	42.7	31.1	36.6
Truck	42.1	36.8	48.5	43.0	49.1	49.9	48.0	47.1
Van	11.1	12.1	3.8	11.3	12.3	9.1	8.4	10.3
Other	7.1	1.7	9.1	3.9	5.7	8.4	6.1	6.2
Tent	29.4	58.0	30.3	52.3	32.1	33.9	22.0	29.9
Pop-up	10.7	10.3	10.6	5.9	9.5	8.8	9.4	16.0
Pickup	9.6	7.5	17.4	17.2	14.4	26.3	10.9	13.5
Travel trailer	34.0	2.3	28.8	9.4	27.6	19.9	36.0	29.4
Motorhome	19.3	13.8	17.4	12.9	20.9	19.4	20.8	19.9
Power boat	39.5	33.9	2.3	54.7	59.3	50.1	42.9	47.9
Sailboat	1.2	0.0	0.0	0.8	0.4	1.3	0.6	0.7
Boat trailer	35.0	36.2	0.0	2.7	54.9	40.9	39.4	41.8
Bicycle	11.5	2.3	0.0	0.0	14.2	3.3	10.5	10.5
Motorcycle	3.1	2.3	0.0	0.0	6.6	1.5	2.3	3.4
ORV	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.1

APPENDIX D: RECREATION ANALYSIS PROGRAM BY
COUNTY (RAPCO) FOR ONE RECREATION AREA

The following are definitions and descriptions of the abbreviations and terms used in a RAPCO recreation area report.

STATE	STATE is a two-digit code to identify state of origin, and
COUNTY	COUNTY is a three-digit code to identify county of origin. The county code of 000 indicates that only the state of origin was identified because it was outside the measured distance. A state and county code of 99999 indicates those user permits with incomplete or missing zip codes and therefore no origin could be identified.
MILES	An estimate of the road mileage between the population center of the county and the recreation area. The mileage code of 999 indicates states or counties which are outside the measured distance (in this example it is 100 miles).
POPULAT	The population of the county identified based on the 1980 Census.
RECEIPT	The number of user permits issued to visitors from each county (or state) of origin.
RCT/THO	The number of receipts per thousand population (RECEIPT/(POPULAT/1000)).
RECDAYS	Recreation days of use. A recreation day of use is defined as a visit by an individual to a recreation area for any portion or all of a 24-hr period. The number of recreation days of use for each receipt is equal to the "number in group" times the "length of stay." These products are summed for all receipts.
REC/THO	The number of recreation days of use per thousand population (RECDAYS/(POPULAT/1000)).
AVEPERS	The mean number of persons per receipt.
AVESTAY	The mean length of stay.
PREVIST	Previous visits. Indicates whether or not camping party had been at project before.
PRIDEST	Indicates whether this project was the <u>primary destination</u> of the camping party or if it will serve only as a stop-over during a trip to another destination.

The remainder of the abbreviations and terms are for the equipment types brought to the areas by the camping party. These can be identified by referencing a RAP report (Appendix A) or a FORM 4457 (TEST) (Figure 1 in main text).

In accordance with letter from DAEN-RDC, DAEN-ASI dated 22 July 1977, Subject: Facsimile Catalog Cards for Laboratory Technical Publications, a facsimile catalog card in Library of Congress MARC format is reproduced below.

Curtis, Gregory L.

Summary of the 1981 campground receipt study / by Gregory L. Curtis, William J. Hansen (Environmental Laboratory, U.S. Army Engineer Waterways Experiment Station). -- Vicksburg, Miss. : The Station ; Springfield, Va. ; available from NTIS, 1982.

56 p. in various pagings : ill. ; 27 cm. -- (Miscellaneous paper ; R-82-3)

Cover title.

"October 1982.

Final report.

"Prepared for Office, Chief of Engineers, U.S. Army."

At head of title: Recreation Research Program.

1. Camping. 2. Outdoor recreation. 3. Recreation area. I. Hansen, William J. II. United States. Army. Corps of Engineers. Office of the Chief of Engineers. III. Recreation Research Program. IV. U.S. Army

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Summary of the 1981 campground receipt study : ... 1982.
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